



**US Army Corps
of Engineers** ®
Fort Worth District

Public Notice

Subject: Announce a proposed adverse effect to
historic properties associated with the proposed
Parker County East Loop
Date: September 17, 2020

SUBJECT: The U.S. Army Corps of Engineers, Fort Worth District (USACE) Regulatory Division is issuing this Public Notice to announce a proposed adverse effect to historic properties for USACE project number SWF-2018-00193, Parker County East Loop. Parker County proposes to construct a new roadway through the National Register of Historic Properties (NRHP) listed Byron Farmstead Historic District. The construction of the new roadway through the Byron Farmstead Historic District would result in the discharge of dredged or fill material into waters of the United States which requires authorization under Section 404 of the Clean Water Act.

USACE is identifying organizations and individuals who may have an interest in the project and its proposed effect on the historic district. The enclosed adverse effect determination letter and draft Memorandum of Agreement for treatment of adverse effects to the NRHP listed historic district are being provided for potential Consulting Parties in the Section 106 process. Enclosed are responses to public comments for those received around the public meeting for consultation on the proposed effects to the Byron Farmstead Historic District, also found here: <http://parkercountytransportation.com/byron-farmsted-public-meeting/>. Your views will be actively sought and considered during the process.

If you have questions or interest to participate as a Consulting Party in the Section 106 process for this project please contact Jimmy Barrera at (817) 886.1838 or james.e.barrera@usace.army.mil.



DEPARTMENT OF THE ARMY
FORT WORTH DISTRICT, CORPS OF ENGINEERS
P. O. BOX 17300
FORT WORTH, TEXAS 76102-0300

September 18, 2020

Regulatory Division

Subject: Project Number: SWF-2018-00193, Parker County East Loop (Byron Farmstead Historic District)

Mr. Mark Wolfe
State Historic Preservation Officer
Texas Historical Commission
Submitted via eTRAC

Dear Mr. Wolfe:

This letter addresses cultural resource concerns with the Section 404 of the Clean Water Act permit application associated with a proposal by Parker County (Applicant) to construct a roadway and associated facilities in Weatherford, Parker County, Texas (Project). This project has been assigned number SWF-2018-00193. Please include this number in all future correspondence concerning this project. The U.S. Army Corps of Engineers, Fort Worth District (USACE) reviewed the Project in accordance with 33 CFR 325, Appendix C (Processing Department of Army Permits: Procedures for the Protection of Historic Properties; Final Rule 1990; with current Interim Guidance documents dated April 25, 2005 and January 31, 2007) and 36 CFR 800 to ensure compliance with Section 106 of the National Historic Preservation Act.

On July 27, 2020, the USACE received documents from the Applicant including avoidance and minimization alternative considerations, along with the Applicant's proposed Project. In this letter USACE is providing an effects determination for the proposed Project to the National Register of Historic Places (NRHP) listed property, the Byron Farmstead Historic District.

A brief summary of USACE's involvement in this project is helpful as part of the Section 106 background. Parker County first engaged USACE regarding this project in May of 2018 to inquire about requirements for any USACE permits. In 2018 USACE and the Texas Historical Commission (THC) performed a site visit to the Byron Farmstead Historic District to discuss the Section 106 process and avoidance strategies. In 2019 USACE, the THC, and Parker County developed materials for a public meeting to discuss the proposed effects to the Byron Farmstead Historic District, this required multiple meetings and rounds of review of the public meeting content. On February 6, 2020, Parker County hosted a public meeting to discuss the proposed effects to the Byron Farmstead Historic District, to explain the Section 106 process, and to solicit the public's input on the proposed effects and the resolution of effects. Since the February 6, 2020 public meeting, Parker County has provided the USACE and the THC with multiple drafts of responses to the public comments including an alternatives analysis.

During the drafting of response to public comments USACE became aware of various key reasons why Parker County chose their preferred project alignment through the Byron

Farmstead Historic District. Some of these important considerations that USACE identified over the past few months include: 1) Parker County had already acquired the ROW; 2) Numerous future developments were already platted along the acquired ROW; 3) as proposed the Project would avoid removing existing residences; 4) Parker County had been involved in the route development since 2003, although USACE became involved in 2018; 5) and that the cost of the proposed Project is the lowest among the alignment considerations.

The enclosed response to public comments and alternative considerations that USACE received on July 27, 2020 is considered a final draft response to public comments (see enclosure).

The Byron Farmstead Historic District consists of a series of buildings, a historic landscape, and archeological sites ranging in age from approximately 1893 to 2002. Some of the more prominent historic features in the Byron Farmstead Historic District consist of an 1893 log cabin that has been well maintained, a 1925 bungalow, and dairy barns and sheds. The Byron Farmstead Historic District was continually used for residential activities and dairy operations by the same family for over 100 years. The Byron Farmstead Historic District is a pristine example of an intact historic dairy operation, period residential and agricultural structures, and associated landscape.

The USACE is considering the effects of the proposed Project under the Nationwide General Permit threshold for impacts to waters of the U.S. And therefore, USACE's alternative process is strictly in compliance with the National Historic Preservation Act.

Parker County proposes the following measure that will require a permit from the USACE:

- Discharge dredge or fill material into Underwood Branch for the construction of a roadway along with associated upland activities including construction of the roadway inside the Byron Farmstead Historic District (the permit area).

USACE must conclude the Section 106 process before a decision can be made relative to on verification of this project under Nationwide Permit 14. The proposed activity in waters and associated uplands requiring a USACE permit are the undertaking under Section 106 of the National Historic Preservation Act.

The Area of Potential Effect (APE) of the undertaking includes all temporary and permanent workspaces required for the roadway crossing at Underwood Branch and inside the Byron Farmstead Historic District. The only known historic property within the APE is the Byron Farmstead Historic District, listed on the NRHP in 2007.

As the Project is proposed, the construction of the proposed roadway inside and adjacent to the Byron Farmstead Historic District would result in a loss of integrity, of location, and setting, with a diminishment of its integrity of feeling and association. USACE has determined the undertaking to be an **adverse effect** as defined by 36 CF Part 800.5 (1). In a letter dated August 6, 2020 the Texas Historical Commission (THC) commented that the Project is an adverse effect to a historic property (enclosed).

USACE will invite consulting parties to seek ways to avoid, minimize or mitigate adverse effects as the result of this undertaking. Thank you for providing a list of suggested consulting parties in the THC's August 6, 2020 letter. The USACE plan to post a public notice on the Fort

Worth District website that will solicit feedback to be shared with the consulting parties. Enclosed is a draft Memorandum of Agreement that provides a framework for consultation with your office and stakeholders to develop stipulations that will minimize or mitigate the adverse effect.

Please direct any questions you may have about this determination to Mr. Jimmy Barrera at (817) 886-1838.

Sincerely,

ORIGINAL SIGNED

For: Brandon W. Mobley
Chief, Regulatory Division

Enclosures

Copy Furnished via Email:

Dr. John Eddins
Advisory Council on Historic Preservation
e106@achp.gov

The Honorable Pat Deen
Parker County
Pat.deen@parkercountytx.com

Ms. Rebecca Shelton
Texas Historical Commission
Rebecca.shelton@thc.texas.gov

Mr. Alex Toprac
Texas Historical Commission
Alex.Toprac@thc.texas.gov

Comment Number	Date Received	Commenter Name	Comment	Response
1	2/6/2020	Jo-Alice & Mark Davis	E. Loop should be moved closer to the E or W edge of the Byron property to preserve use of the land for cattle rather than it being split and being close to the viable structures.	The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district and has been designed to comply with a Memorandum of Agreement (MOA) between the U.S. Army corps of Engineers (USACE) and the Environmental Protection Agency, dated February 6, 1990, which describes the sequential process for impacts to waters of the U.S. (WOTUS) as “avoidance, minimization, and compensation”. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on approximately 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.
2	2/6/2020	Wayne Akeley	What will happen to Silverstone with all the traffic especially with Mary Martin Elementary School when school convenes and dismisses. Parents are lined up sometimes on hours before pick-up. I would consider this an extreme safety hazard opening the possibilities of lawsuits against the engineering firm. Environmental Impact Study is requested for Mary Martin Elementary and Silverstone Development.	This comment is not relevant to the stated purpose of the meeting, which was to solicit public input regarding mitigation for adverse effects of the proposed roadway on the Byron Farmstead Historic District.
3	2/6/2020	Price Hulsey	We are very worried about the noise factor and the highway so close to the residence on the hill. Suggest/ask for thick landscaping and/or noise mitigation wall.	The proposed alignment provides over 110 feet of natural tree vegetation buffer between the roadway right-of-way and the residence on the hill.
4	2/6/2020	Martha Fagley	Putting this road so close to the historical structures has me concerned for the long-term affect on their structures. Vibrations from the road, noise vibrations and pollution are certainly going to affect the structural integrity of the log cabin and 1925 cottage, neither of which was built to withstand modern-day roadways. This road is so close to both of them as well as the occupied residence, it is a travesty. Why was this the case? The road could very well be redesigned to go further east on his property rather than split it at the point you propose. There is rich Native	The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of WOTUS to the extent practicable, USACE Clean Water Act Section 404 permitting guidance. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. In addition to consideration of impacts to

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			American history in this area as well as the Byron History. Redesign the road to go further from the homes!	WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.
5	2/6/2020	Janice Smith	This property would be getting much more public exposure, necessitating: security fencing on all visible areas. Also-mitigation should include providing informational signage.	The East Loop roadway would not provide direct access to the Byron Farmstead and the installation of security fencing would be at the discretion of the property owner. Informational signage is a mitigation strategy alternative under consideration.
6	2/6/2020	Shanna Herd	Suggestion to move the cabin to area where cabins from Holland's Lake moved to. Create video history w/ pamphlet	Moving the cabin from the Byron Farmstead would constitute a direct adverse effect on the cabin and on the farmstead due to loss of context and site integrity and could only occur with permission of the owner. The cabin could also sustain damage during the removal/installation process. The Doss Heritage Center's cabin park already has five cabins and the addition of another cabin would not be a significant contribution to the site. The creation of a video history and/or a pamphlet are mitigation strategies under consideration.
7	2/6/2020	Carl Rousseau	1) Regarding various road grade options, I prefer to see the road generally as low as practical so it does not block views across the property 2) Regarding mitigation options: I think signage (historical marker, interpreting, etc.) is required as is as much historical reports, online info, museum exhibit, etc. Essentially, spend all allocated funds on sharing/saving the history.	1) The proposed vertical profile of the roadway within the Byron Farmstead is designed in response to existing site topography and is set as low as practicable. 2) Signage (historical markers, interpretation, etc.), historical reporting, online information, and a museum exhibit are all mitigation alternatives under consideration.

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8	2/6/2020	Bill Warren	Move the proposed roadway out of the national register boundary.	The East Loop roadway alignment has been designed to minimize effects to the historic districts as well as impacts to residential buildings on neighboring properties. Realigning the roadway outside of the Byron Farmstead District boundary would require direct impacts to numerous residential properties. The East Loop roadway alignment has been designed to avoid and minimize loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties.
9	1/30/2020	Donna McCauley	Is there not another way to do this without getting so close to his homes???? The loop will be 1000 feet from these homes. Byron Farmstead, has a beautiful cabin built 1893 and a beautiful home built 1925. Also is with the National Register of Historic Places. You know me I'm all about history and saving history. I went out and filmed his land little over a year ago. He told me about the loop coming in and how he didn't like it because the loop will be 1000 feet from his house. He also didn't want the loop because everyone will see the old cabin from the late 1800's . This is a beautiful cabin that he was raised in. So much history and historical on this 85 acres. He told me a story about how settlers come by wagons and camp out on the land and someone come to the door needing help, so his mother went with a lantern and help the whole camp (the camp was sick). Some of these settlers made their homestead here in Parker County and some went west. He told me many stories like this one. Cattle and cotton was on this land. This is about the only historical untouched land in Parker County, Texas thank you, Donna McCauley	The proposed alignment was based on consideration of public input, limiting impacts to residential and business properties, avoiding and minimizing loss of WOTUS and impacts to other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.

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10	1/28/2020	Kyle Miller	<p>Mr. Miller Expressed concern over the status of the log cabin. He was informed that there would be no direct impact to any buildings on the property. Mr. Miller made two suggestions to avoid cutting through the Byron Farmstead rendering at least one half of the property unusable: Place the corridor along the outside edge of the property or build an overpass so circulation on the property could remain intact.</p>	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Constructing an overpass to maintain “circulation on the property” would be impractical due to the cost of such a structure compared to the proposed roadway configuration. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. Therefore, the proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.</p>

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11	11/26/2019	Ross Mullens	<p>My name is Ross Mullens. I am 33 years old, raised in Parker County. I moved away in my mid-20's for work, married, and moved back last year with my wife. The changes I have seen to my hometown and surrounding areas in my lifetime, I am sure, are small compared to those who are much older than I, but my observations recount significant changes, and not all good ones. The housing industry is booming, people are flocking to our once rural area, and our small-town setting is now just a memory from my childhood. Once prominent ranches are being sold to developers who have no connection to our history, densely treed areas are being uprooted for subdivisions, and worst of all, County and City elected officials are accommodating such changes at the expense of taxpayer funding. Parker County is encouraging the compromise, demolition, and destruction of our history. My experiences have shown me how the usual purpose of public meetings like these is to make the community feel as if their input is important, yet a decision is usually already made for some type of greater good for the community...and tax revenue, but I am going to give my input, because, as a resident, my opinion matters despite the fact this phase was already planned. So, to begin with, stop ignoring your residents! Parker County seeks to pave over its history for the sake of projects like The East Loop Project. Not long ago, one phase of this project was, at best, postponed because residents had to stand against construction that was already planned. Why are projects like these implemented to begin with when TAXPAYING RESIDENTS' input should be taken FIRST? Sadly, to our local officials and contracted environmental agencies, our rightfully designated historical markers are nothing more than a silly and needless deterrent for monetary gain for city and county coffers. Parker County must respect its heritage and honor them before the fact, not after a decision has already been made. Parker County must reverse its decision, without compromise regarding the Byron Homestead. Parker County is known to be a familial and neighborly place. I see such descriptions on real estate</p>	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district and has been designed to comply with a Memorandum of Agreement (MOA) between the U.S. Army corps of Engineers (USACE) and the Environmental Protection Agency, dated February 6, 1990, which describes the sequential process for impacts to waters of the U.S. (WOTUS) as "avoidance, minimization, and compensation". Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on approximately 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.</p>

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			<p>brochures and MLS listings often. We all understand the County is preparing for even more of an influx of people by completing these Phases, but to what end? Soon enough, Weatherford will be none other than a suburban Waco with the same inner-city problems, but without a heritage to draw from, without physical reminders of what has made Parker County a home to so many throughout the years. Without our heritage, Parker County will no longer be a destination people travel to for events such as our annual Peach Festival, assuming it will still be around in ten years when a group of officials meet to decide the traffic is too much of a headache. Needless to say, Parker County must make an actual effort to preserve its heritage, especially sites already designated as such by the National Registry of Historic Places. Better yet, don't just make an effort, continue protecting the Byron Homestead and places like it. Why would this ever be ignored in the first place? It's disrespectful to the people and place we call home. Why the Byron Homestead was ever part of any construction phase is embarrassing. The government, yes even the local county government, and agencies like COX McLain Environmental Consulting exist to serve current residents and the past. Residents are people, and I think people should matter to elected officials and agencies who approve and adjust such projects as these. Every growing community faces similar challenges-how to balance the need to accommodate growth while serving the needs of current residents and preserving the past. Our identity includes our history. ALL 85.5 acres of the Bryon Homestead matter. NO amount of the Bryon Homestead should have ever been considered for road construction. Our elected officials (should) know better. Cox McLain knows this piece of property can never be replaced. It is a reminder, in the middle of suburban growth, rural Parker County is still important. Rural Parker County residents are still important. I hope our history means more than a slab of concrete that will crack in 5 years' time. The result of such direct, indirect, and cumulative impacts on Parker County with regard to</p>	

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			<p>destroying or altering places like the Byron Homestead are only negative, negligent, and irreparable. Let's be honest, the fact a meeting is scheduled about the Byron Homestead is a realization this Parker County East Loop Project requires reconsideration. I hope our time discussing the Byron Homestead is more than a facade toward Parker County residents. Honor Parker County residents by protecting the Byron Homestead by protecting its historical designation from destruction. The Byron Homestead is one of the few hallmarks of our heritage still remaining. Protect it. Residents of Parker County don't want to compromise these rare physical reminders of who we are. Do what is right by honoring our wishes.</p>	

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12	2/21/2020	from bwc1998ad@gmail.com, no name given	<p>Some larger growing countries are innovating designing Tunnel bypasses. It involves an exit that veers off the main road before entering the city and sways beneath the existing highway. Many are clover shaped, but that is not good for high speed long travel roads, some make pure direct bypasses turning the whole road into a bypass, but not good for main road. But as much as it can be put above ground. The whole road can be the bypass and all exits through Weatherford could be disconnected from the main road and an exit on each side could provide a way to enter a bridge that goes above the main road and has exits into the city, and a clover at the ends in case they meant to go to Weatherford but forgot the exit. Both would be way more costly, create a jungled mess if not done nicely and efficiently, but a tunnel under the parkway if legal may help as long as distanced from it and if that remains legal or viable. Just a couple thoughts, useless or helpful idk but just throwing it to the wind here, seems to already be a predicament.</p>	<p>The suggested mitigation option of tunneling the roadway under the Byron Farmstead was considered but was determined to not be a feasible engineering option.</p>
13	2/5/2020	Bill Warren	<p>Ms. Reed, Regarding the subject project, as a general comment, I would like to see the highway moved outside the National Register boundary of the Byron Farmstead. The Farmstead has one of only two or three in situ log cabins left in Parker County, and it is by far the largest. As a bit of background, after her husband's death, Mrs. Byron became a degreed school principal, ran a successful diary business, and saw that her 4 children obtained college degrees. It's history, especially regarding empowered women, should be left free of encroachment and traffic.</p> <p>I have a few questions on the project I hope you are able to answer.</p> <p>Could you tell me the sources of funding for the project and the amounts from each source that add up to the total authorized or budgeted amount? Who are the primary points of contact for each funding source and their contact information?</p>	<p>The East Loop roadway alignment has been designed to minimize effects to the historic districts (no displacements) as well as impacts to residential buildings on neighboring properties. Realigning the roadway outside of the Byron Farmstead District boundary would require direct impacts to numerous residential properties. The East Loop roadway alignment has been designed to avoid and minimize loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway to the west outside of the Byron Farmstead District would impact approximately 580 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties.</p> <p><u>Funding Source:</u> 2016 Parker County Transportation Bond Program. Judge Pat Deen is the point of contact for the funding source.</p> <p><u>Public Meetings:</u> Yes, the USACE will be holding another meeting with interested parties. We anticipate the meeting to be a virtual meeting and will be held sometime in September of 2020.</p>

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			<p>Are there public meetings planned for this project? If so, how many will there be, and when will they be held? Will there be separate meetings with the consulting parties? I look forward to working with you to protect this important and unique piece of Parker County's heritage. Regards, Bill Warren</p>	

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14	2/12/2020	Patricia Byron Nielsen	<p>Dear Emily Reed, On the attached pages are my thoughts about how best to protect the historic Byron Farmstead. I have many fond memories of trips to Texas to visit my aunts and Grandmother in their homes. I appreciate the opportunity to comment on possible mitigation measures regarding the historic Byron Farmstead and the proposed East Loop in Weatherford, TX. The best solution would be a route other than the one planned through the farmstead. If that does not happen, I think a tall barrier wall would be the most effective. There is often a good breeze and sometimes a strong wind from the south which is where the east loop is to be located not far from the historic log cabin. There is also a bridge planned for that area. I expect fumes, trash, noise, and possible a fire to occur. Shortly after the bridge the loop is to curve south to Highway 180. I have read that a traffic light will be at that intersection. That means big trucks and other vehicles will be backed up waiting for a green light. A barrier wall would lessen these objectional features. If a wall was also built west of the loop from north to south, it would protect 2 houses on the property. There are currently two rather sharp curves planned. They are a safety concern especially with the bridge which would ice over in winter. Homeless people like to shelter under bridges. if they chose this bridge, it would not be long before they would discover the empty log cabin. A barrier wall would prevent that. Signage about the historic farmstead district would attract people to the Byron farm, but that is not desirable due to the narrow road which makes cars traveling opposite directions dangerous. Also there is a bridge not designed for heavy use. Your attention to these matters will help to protect this farmstead which is on the National Register of Historic Places. Thank you.</p>	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway within the Byron Farmstead District to the west would place the alignment in closer proximity to the cabin and bungalow. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.</p> <p>It is not clear how a tall barrier wall would mitigate the identified effects of the roadway on the historic property. Such a wall could introduce adverse visual effects. The proposed curves in the roadway approaching the bridge meet the design standards and safety requirements for the project. We concur that on-site signage would potentially attract visitors and could create a traffic safety hazard. The proposed bridge will be located within the Right-of-Way (ROW) of the project. Any sheltering under the bridge structure or pedestrian activity outside of the ROW will be consider trespassing and is unlawful in accordance with State Laws.</p>
15	1/27/2020	Michele Wilfer	<p>Hi, I can't be at the meeting, but as a Parker County resident, I must say that I would find it very disappointing if this historical property were disturbed for the loop. I am already not happy about how it will disrupt our neighborhood area,</p>	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on</p>

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			but understand the need. However, I do feel strongly that the Byron Farmstead should absolutely stay intact. Thanks	between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway within the Byron Farmstead District to the west would place the alignment in closer proximity to the cabin and bungalow. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.
16	2/21/2020	Jim Nielsen	Understanding the need for a loop to control traffic flow, I would suggest moving the road to the East or West side of the property. Should that not be possible, the erection of a non-porous fencing could contain the side effects of the traffic.	<p>The East Loop roadway alignment has been designed to avoid and minimize impacts to the historic district as well as loss of waters of the U.S. (WOTUS) to the extent practicable, per U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permitting guidance. Realigning the roadway within the Byron Farmstead District to be completely east of all farmstead resources would place the roadway directly on between 840 linear feet of a tributary of Underwood Branch and result in multiple impacts to residential properties. The proposed road was aligned to avoid the stream while still avoiding the displacement of any farmstead resources. Realigning the roadway within the Byron Farmstead District to the west would place the alignment in closer proximately to the cabin and bungalow. In addition to consideration of impacts to WOTUS, the proposed alignment was derived based on consideration of public input, limiting impacts to residential and business properties and other environmental, ecological and biological factors, and avoiding direct effects on buildings, structures and known archeological sites in the historic district.</p> <p>The natural topography and trees along the west side of the preferred alignment will provide a buffer to minimize the side effects of the traffic.</p>

TO: Jimmy Barrera and Jennifer Walker, USACE
CC: Pam Opiela, Caitlin Brashear, Rebecca Shelton, THC
FROM: Chris Bosco, P.E., FNI
SUBJECT: East Loop Alignment Alternative Analysis
DATE: 7/17/2020
PROJECT: East Loop Segment No. 2 (FM 730 to US 180) (USACE Project SWF-2018-00193)

The purpose of this memo is to document and summarize alignment alternatives considered during the development of, and in response to comments received at the public meeting held February 6, 2020 for, the Parker County East Loop at the Byron Farmstead Property located within the loop segment between FM 730 and US 180. This memo documents the history of the planning for this loop segment and evaluates the alignment alternatives within the area of the Bryon Farmstead.

East Loop Segment No. 2 (FM 730 to US 180):

The East Loop project is a 6.5-mile proposed roadway that extends between FM 51 north of Weatherford to IH-20 east of Weatherford. Segment No. 2 between FM 730 and US 180 is two miles in length. The planning for the entire loop began in 2003 and was led by the Texas Department of Transportation (TxDOT). The Weatherford Loop Feasibility Study evaluated multiple alignments between IH-20 west of Weatherford to IH-20 east of Weatherford with a total length of 12.2 miles. Following the completion of the TxDOT Loop Study in 2004, the City of Weatherford added the preferred alignment to the City Thoroughfare Plan which provided a planning guide for all new residential and other development along the corridor. Refer to **Exhibit "A"** for the East Loop Segment No. 2 visual representation of the planning and development between FM 730 and US 180.

Alignment Analysis:

The alignment analysis in the memo includes eight alignment alternatives. Refer to **Exhibit "B"** for a visual of each alignment alternative. Refer to **Table 1** for a summary of the environmental impacts by alternative and **Table 2** for the project cost summary. The following are the alternatives considered in this document:

1. Green (Preferred Alignment)
2. Modified Green (Preferred Alignment)
3. Alternative A / Blue Alignment (West of District)
4. Alternative B / Red Alignment (East of District)
5. Alternative C / Purple Alignment (East within District)
6. Alternative D / White Alignment (West within District)
7. Alternative E / Yellow Alignment (East End within District)
8. Tunnel Option (Within limits of Green Preferred Alignment)
9. Bridge Option (Within limits of Green Preferred Alignment)

Green Preferred Alignment

This alignment is depicted in **Exhibit “B”** in green and crosses the Byron Farmstead Historic District (“the District” hereafter).

- This alignment results in an adverse effect to the District under Section 106.
- This alignment would not directly impact any buildings or structures within the District, including contributing resources.
- This alignment avoids known archeological sites.
- This alignment impacts three properties.
- Approximately 250 LF of Underwood Branch would be impacted due to the clearing of about 1.2 acres of high-quality riparian forest and bridge construction activities just south of the Byron Farmstead.
- The topography in the area of the Green Alignment allows the roadway to be depressed on the east side of an existing highpoint within the property, minimizing the visual effects of this alignment compared to Alternatives A (Blue), D (White) and the Bridge Alternative.

Modified Preferred Alignment

This alternative is depicted in **Exhibit “C”** in the black outline and crosses the District. This alternative was requested by the County as an option to reduce the impacts of the Preferred Alignment on the Historic District. This alternative would shift the roadway to the east side of the Preferred Alignment ROW and modify the roadway design from the standard in an effort to reduce the overall footprint of the roadway with the goal of reducing the impacts within the District.

- This alignment results in an adverse effect to the District under Section 106, but the effects have been minimized.
- This alignment would not directly impact any buildings or structures within the District, including contributing resources.
- This alignment avoids known archeological sites.
- This alignment impacts three properties.
- This alternative would reduce the project footprint by 20% percent within the District compared to the Green Preferred Alignment.
- Compared to the Green Preferred Alignment ROW, this alternative would increase the distance of the project limits:
 - from the log cabin by 90 feet. This would also allow the existing tree vegetation to remain in this area.
 - from the bungalow by 60 feet. This would also allow the existing tree vegetation to remain in this area.
 - from the water tank (25H), cistern (25I), and windmill (25J) an additional 90 feet and allow the existing tree vegetation to remain in this area.
 - from the milking barn by 20 feet.
- Approximately 250 LF of Underwood Branch would be impacted due to the clearing of about 1.2 acres of high-quality riparian forest and bridge construction activities just south of the District.

- The topography in the area of the Modified Green Alignment also allows the roadway to be depressed on the east side of an existing high point within the property, minimizing the visual effects of this alignment compared to Alternatives A (Blue), D (White) and the Bridge Alternative.

Alternative A (Blue Alignment):

This alignment is depicted in **Exhibit “B”** in blue and is located on the west side of the District.

- Likely no adverse effect to the District under Section 106.
- This alignment would be constructed outside of the NRHP boundary of the District.
- This alignment would require the acquisition of two single family residences and would be in proximity (within 100 feet) to seven additional single-family residences.
- This alignment impacts 13 properties.
- Approximately 580 LF of Underwood Branch would be impacted due to the clearing of about 1.7 acres of medium-quality riparian forest and bridge construction activities just north of the Byron Farmstead.
- The topography of the Blue Alignment is much higher than the elevation of the cultural resources within the Byron Farmstead. Therefore, the Blue Alignment would be 40 feet above the log cabin and at an equal elevation to the bungalow house, which would result in visual effects on both structures.

Alternative B (Red Alignment):

This alignment is depicted in **Exhibit “B”** in red and is located east of the Byron Farmstead district.

- This alternative would likely result in no adverse effect to the District under Section 106.
- This alignment would clip small portions of the District on the northeast and southeast corners.
- This alignment would not directly impact any buildings or structures within the District, including contributing resources.
- This alignment would require the acquisition of four single family residences and would be in proximity (within 100 feet) to five additional single-family residences.
- This alignment would impact 44 planned residential lots as part of the Silverstone Development north of the Byron Farmstead.
 - The preliminary plat for the Silverstone development was submitted in June 2002. Following the completion of the TxDOT Loop Study in 2004, the City of Weatherford amended the thoroughfare plan and the developer updated the Silverstone preliminary plat in 2005. In January 2013, the final master plat for Silverstone was submitted to the City, including Phase 9, located north of the District. In 2017, the County requested that Phase 9 be modified to accommodate a shift in the roadway alignment, in order to minimize impacts to the District. In August 2019, the developer submitted the final plat to the City of Weatherford for Phase 9.
- This alignment would cross Underwood Branch just south of the District, impacting approximately 230 LF of stream due to the clearing of about 1.5 acres of high-quality riparian forest.

- This alignment would cross an unnamed, intermittent tributary of Underwood Branch in two locations, just north and south of the Byron Farmstead. A total of approximately 500 LF of stream would be impacted due to the clearing of about 0.9 acre of high-quality riparian forest (just south of the Byron Farmstead) and 0.9 acre of low-quality riparian forest (just north of the District) and by the construction of two bridges.
- The preliminary estimated cost to construct Alternative B is \$19.3 million, which is two times the cost of the modified preferred and preferred alignments (Table 2). This alternative is considered not practicable due to cost, and the impacts to existing and planned residential development.

Alternative C (Purple Alignment):

This alignment is depicted in **Exhibit "B"** in purple and is located within Byron Farmstead District on the east side of the property.

- This alignment would likely result in an adverse effect to the District under Section 106.
- This alignment would not directly impact any buildings or structures within the District, including contributing resources.
- This alignment would impact 36 planned residential lots as part of the Silverstone Development north of the Byron Farmstead.
 - The preliminary plat for the Silverstone development was submitted in June 2002. Following the completion of the TxDOT Loop Study in 2004, the City of Weatherford amended the thoroughfare plan and the developer updated the Silverstone preliminary plat in 2005. In January 2013, the final master plat for Silverstone was submitted to the City, including Phase 9, located north of the District. In 2017, the County requested that Phase 9 be modified to accommodate a shift in the roadway alignment, in order to minimize impacts to the District. In August 2019, the developer submitted the final plat to the City of Weatherford for Phase 9.
- This alignment would cross Underwood Branch just south of the District, impacting approximately 210 LF of stream due to the clearing of about 1.3 acres of high-quality riparian forest and the construction of a bridge.
- This alignment would also cross an unnamed, intermittent tributary of Underwood Branch in two locations within the Byron Farmstead, impacting a total of approximately 900 LF of stream due to the clearing of about 3.9 acres of medium-quality riparian forest and the construction of two additional bridges.
- Given the location of the Underwood Branch tributary crossings within the district, two bridge structures would be needed.

Alternative D (White Alignment):

This alignment is depicted in **Exhibit "B"** in white and is located within the Byron Farmstead district on the west side of the property.

- This alignment would likely result in an adverse effect to the District under Section 106.
- This alignment would not directly impact any buildings or structures within the District, including contributing resources.

- This alignment would be in proximity (within 100 feet) of one single-family residence.
- This alignment impacts four properties.
- This alignment would cross Underwood Branch within the Byron Farmstead, impacting approximately 270 LF of stream due to the clearing of about 0.8 acre of high-quality riparian forest and the construction of a bridge.
- This alignment would be located closest to the cultural resources as compared to the other alternatives. The White Alignment would be located approximately 300-feet from the log cabin and 200 feet from bungalow.
- The topography within the limits of the White Alignment is higher than the elevation of some of the cultural resources within the District. The White Alignment would be 10-feet above the log cabin, which would result in visual effects on both structures.
- Given the location of the Underwood Branch crossing within the District, a bridge structure would be needed in the area adjacent to the cultural resources, which would result in visual effects on both structures.

Alternative E (Yellow Alignment):

This alignment is depicted in **Exhibit “B”** in yellow and is located within Byron Farmstead District on the east side of the property.

- This alignment would likely result in an adverse effect to the District under Section 106.
- This alignment would not directly impact any buildings or structures within the District, including contributing resources.
- This alignment would impact 39 planned residential lots as part of the Silverstone Development north of the Byron Farmstead.
 - The preliminary plat for the Silverstone development was submitted in June 2002. Following the completion of the TxDOT Loop Study in 2004, the City of Weatherford amended the thoroughfare plan and the developer updated the Silverstone preliminary plat in 2005. In January 2013, the final master plat for Silverstone was submitted to the City, including Phase 9, located north of the District. In 2017, the County requested that Phase 9 be modified to accommodate a shift in the roadway alignment, in order to minimize impacts to the District. In August 2019, the developer submitted the final plat to the City of Weatherford for Phase 9.
- This alignment would cross an existing gas well pad site lease within the History District.
- This alignment would cross Underwood Branch just south of the District, impacting approximately 230 LF of stream due to the clearing of about 1.3 acres of high-quality riparian forest and the construction of a bridge.
- This alignment would also cross an unnamed, intermittent tributary of Underwood Branch in two locations within the Byron Farmstead, impacting a total of approximately 620 LF of stream due to the clearing of about 3.1 acres of medium-quality riparian forest and the construction of two additional bridges.
- Given the location of the Underwood Branch tributary crossings within the district, two bridge structures would be needed.

Tunnel Alternative:

This alternative is depicted in **Exhibit "B"** within the footprint of the Green Preferred Alignment. The tunnel concept would begin 300 feet north of the District boundary and end 200 feet south of the district boundary for a total length of 2,500 feet. The tunnel cross section would provide for two lanes of traffic and would include a width of 35 feet.

- This alignment would likely result in no adverse effect to the District under Section 106.
- This alignment would not directly impact any buildings or structures within the District, including contributing resources.
- This alternative was evaluated only within the Preferred Alignment footprint, as it represents the shortest length of the alignment alternatives being evaluated.
- A tunnel of this type would require a dewatering pump station, lighting, and a ventilation system.
- Constructing the roadway in a tunnel would restrict future roadway expansion, if needed to accommodate Parker County growth. Such restriction could be addressed, but only at great expense to Parker County.
- This alignment impacts three properties.
- The Tunnel Alternative would cross Underwood Branch in the same location as the Preferred Alternative with approximately 250 LF of Underwood Branch impacted due to the clearing of about 1.2 acres of high-quality riparian forest and bridge construction activities.
- The preliminary estimated cost to construct the Tunnel Alternative is \$88.2 million, which is nearly ten times the cost of the modified preferred and preferred alignments, and it is nearly five times more than Alignment B and the Bridge alternatives which are the next most costly (Table 2). This alternative is considered not practicable due to cost.

Bridge Alternative:

This alternative is depicted in **Exhibit "B"** within the footprint of the Green Preferred Alignment. The bridge concept would begin 200 feet north of the district boundary and end 200 feet south of the district boundary for a total length of 2,400 feet. The bridge cross section would provide for two lanes of traffic and a width of 36 feet.

- This alignment would likely result in an adverse effect to the District under Section 106.
- This alignment would not directly impact any buildings or structures within the District, including contributing resources.
- This alignment avoids known archeological sites.
- The Bridge Alternative would require the removal of vegetation within the ROW for construction of the bridge and would require access for future bridge maintenance.
- The Bridge Alternative would increase the visual impacts on the Historic District by elevating the roadway through the District.
- This alignment impacts three properties.
- The Bridge Alternative would cross Underwood Branch in the same location as the Preferred Alternative, with approximately 250 LF of Underwood Branch impacted due to the clearing of about 1.2 acres of high-quality riparian forest and bridge construction activities.

- The preliminary estimated cost to construct the Bridge Alternative is \$18 million, which is two times the cost of the modified preferred and preferred alignments (Table 2). This alternative is considered not practicable due to cost.

Conclusion

Based on the alternatives analysis, Parker County proposes the Modified Preferred Alignment as the preferred alternative for the East Loop roadway alignment because it optimizes the avoidance and minimization of impacts to cultural, socio-economic, and natural resources. Specifically, the Modified Preferred Alignment:

- Avoids direct impacts to all buildings and structures within the District
- Reduces direct effects to the District
- Minimizes indirect/visual effects to the District
- Minimizes impacts to waters of the U.S. and associated riparian forest by limiting the alignment to one stream crossing in the roadway vicinity
- Avoids taking of occupied residences and avoids affecting planned residential development
- Minimizes the number of land ownership parcels within the roadway alignments among the least costly of the alternatives

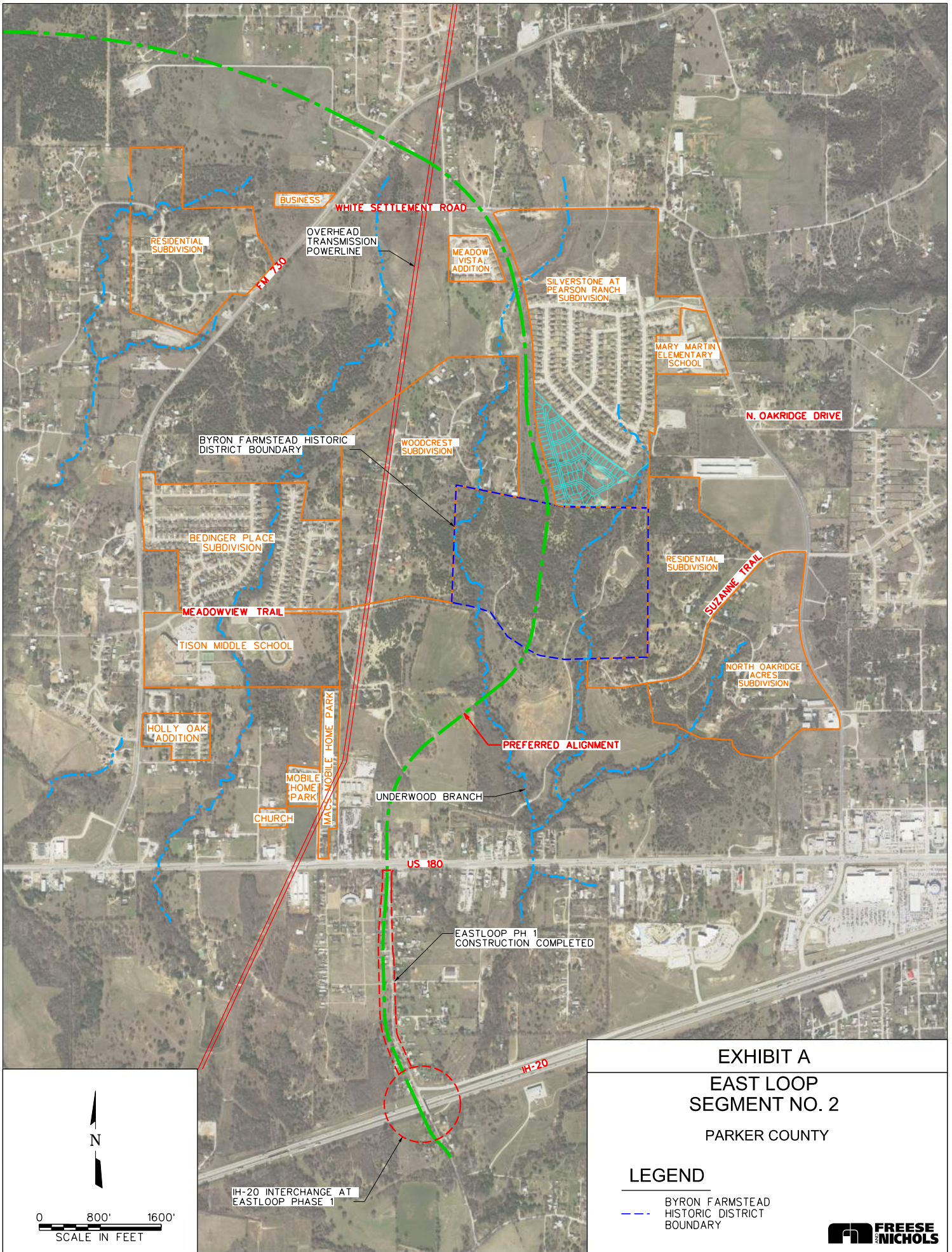
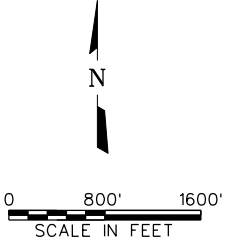


EXHIBIT A
EAST LOOP
SEGMENT NO. 2
 PARKER COUNTY

LEGEND

--- BYRON FARMSTEAD HISTORIC DISTRICT BOUNDARY



IH-20 INTERCHANGE AT EASTLOOP PHASE 1

EASTLOOP PH 1 CONSTRUCTION COMPLETED

US 180

IH-20

UNDERWOOD BRANCH

CHURCH

MOBILE HOME PARK

MAC MOBILE HOME PARK

HOLLY OAK ADDITION

TISON MIDDLE SCHOOL

MEADOWVIEW TRAIL

BEDINGER PLACE SUBDIVISION

BYRON FARMSTEAD HISTORIC DISTRICT BOUNDARY

WOODCREST SUBDIVISION

N. OAKRIDGE DRIVE

MARY MARTIN ELEMENTARY SCHOOL

SILVERSTONE AT PEARSON RANCH SUBDIVISION

MEADOW VISTA ADDITION

OVERHEAD TRANSMISSION POWERLINE

WHITE SETTLEMENT ROAD

BUSINESS

RESIDENTIAL SUBDIVISION

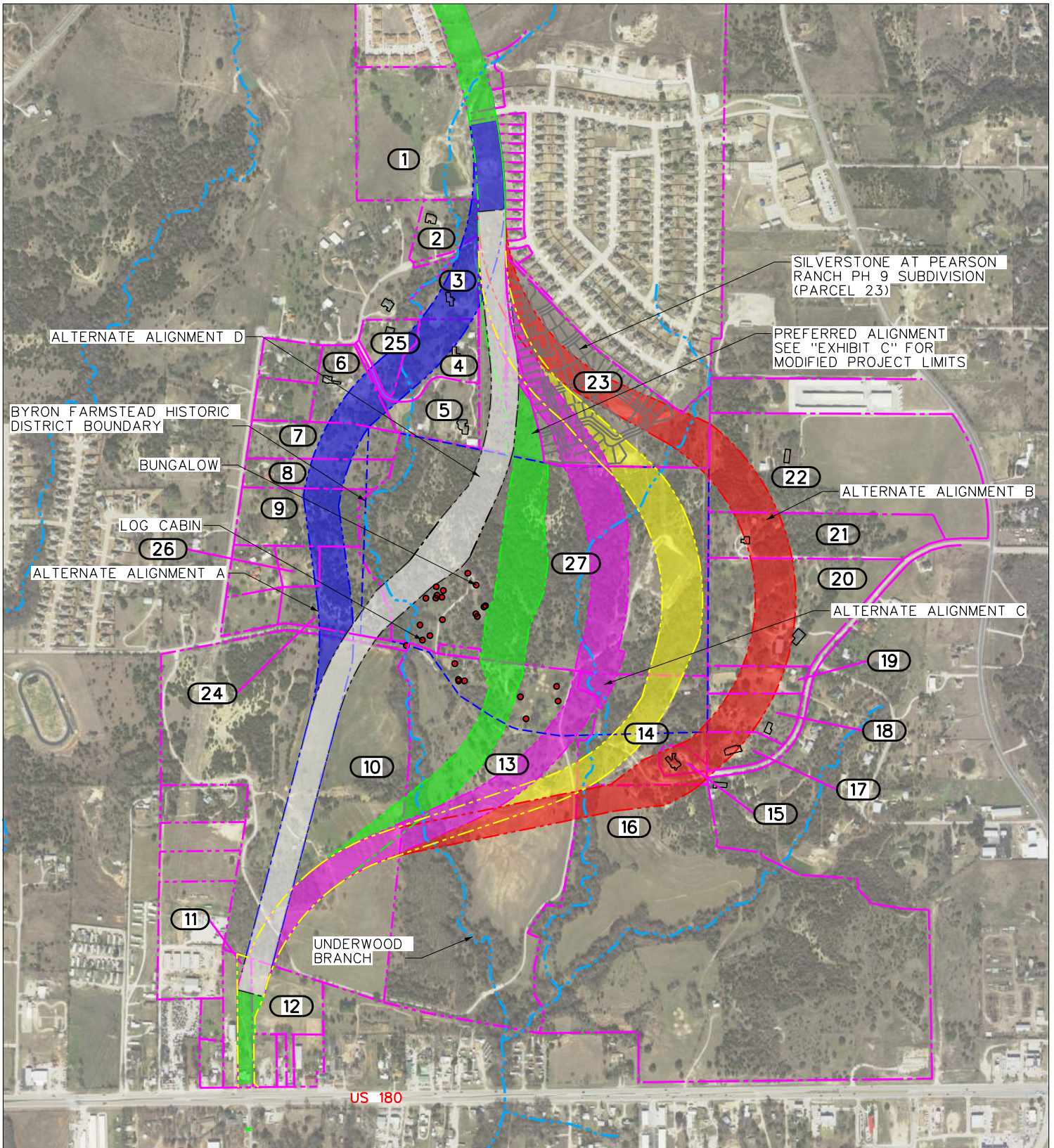
FM 130

SUZANNE TRAIL

RESIDENTIAL SUBDIVISION

NORTH OAKRIDGE LACRES SUBDIVISION

PREFERRED ALIGNMENT



SILVERSTONE AT PEARSON RANCH PH 9 SUBDIVISION (PARCEL 23)

PREFERRED ALIGNMENT SEE "EXHIBIT C" FOR MODIFIED PROJECT LIMITS

ALTERNATE ALIGNMENT D

BYRON FARMSTEAD HISTORIC DISTRICT BOUNDARY

BUNGALOW

LOG CABIN

ALTERNATE ALIGNMENT A

ALTERNATE ALIGNMENT B

ALTERNATE ALIGNMENT C

UNDERWOOD BRANCH

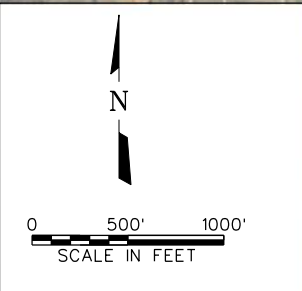
US 180

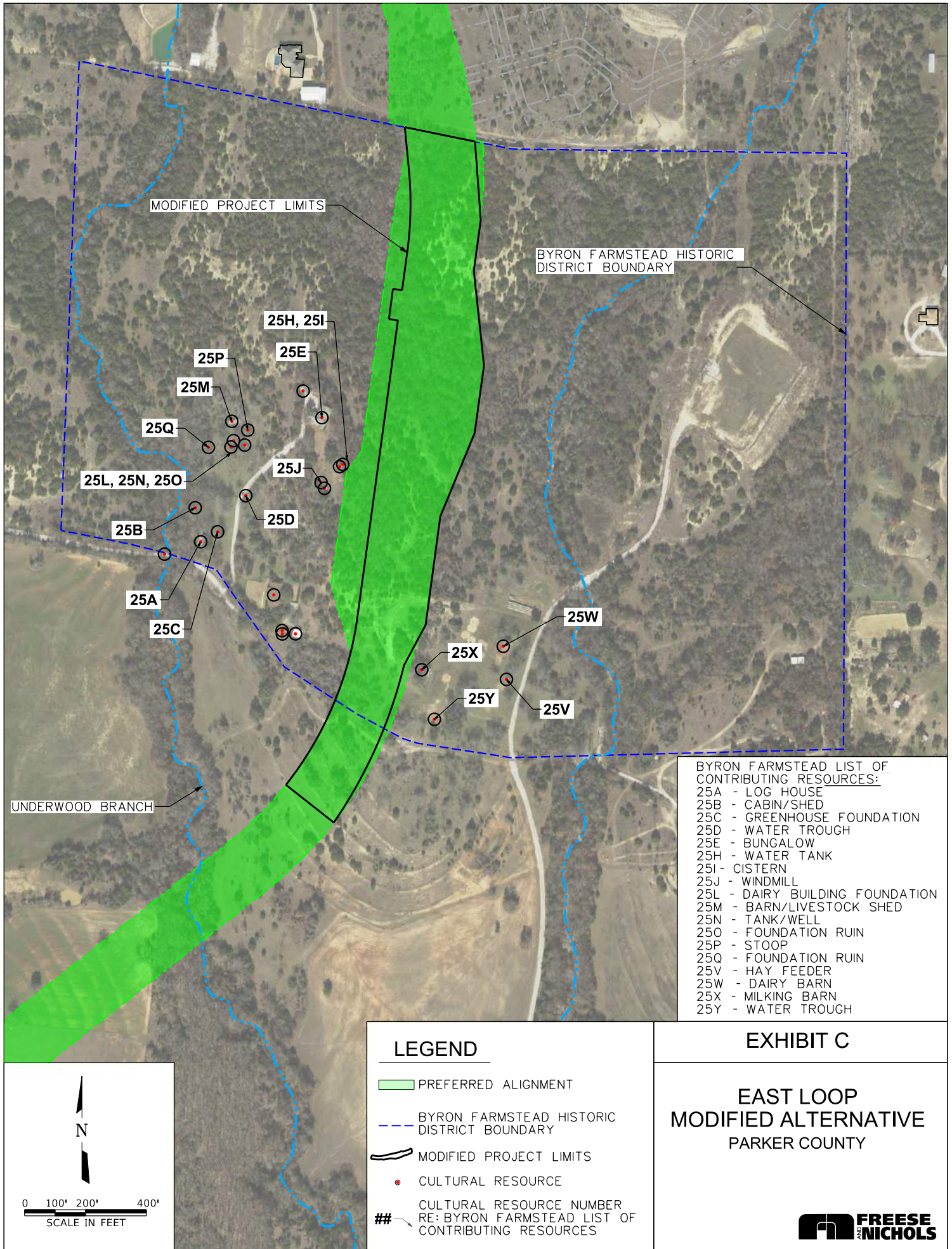
LEGEND

- PREFERRED ALIGNMENT
- ALTERNATE ALIGNMENT A
- ALTERNATE ALIGNMENT B
- ALTERNATE ALIGNMENT C
- ALTERNATE ALIGNMENT D
- ALTERNATE ALIGNMENT E
- - - BYRON FARMSTEAD HISTORIC DISTRICT BOUNDARY
- ▣ RESIDENCE/STRUCTURE
- CULTURAL RESOURCE

EXHIBIT B

**EAST LOOP ALIGNMENT ANALYSIS
PARKER COUNTY**





MODIFIED PROJECT LIMITS

BYRON FARMSTEAD HISTORIC DISTRICT BOUNDARY

25H, 25I

25P

25E

25M

25Q

25J

25L, 25N, 25O

25D

25B

25A

25C

25W

25X

25Y

25V

UNDERWOOD BRANCH

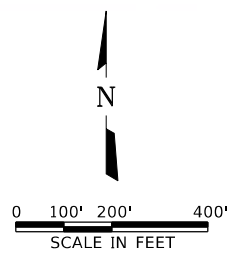
- BYRON FARMSTEAD LIST OF CONTRIBUTING RESOURCES:**
- 25A - LOG HOUSE
 - 25B - CABIN/SHED
 - 25C - GREENHOUSE FOUNDATION
 - 25D - WATER TROUGH
 - 25E - BUNGALOW
 - 25H - WATER TANK
 - 25I - CISTERN
 - 25J - WINDMILL
 - 25L - DAIRY BUILDING FOUNDATION
 - 25M - BARN/LIVESTOCK SHED
 - 25N - TANK/WELL
 - 25O - FOUNDATION RUIN
 - 25P - STOOP
 - 25Q - FOUNDATION RUIN
 - 25V - HAY FEEDER
 - 25W - DAIRY BARN
 - 25X - MILKING BARN
 - 25Y - WATER TROUGH

LEGEND

- PREFERRED ALIGNMENT
- BYRON FARMSTEAD HISTORIC DISTRICT BOUNDARY
- MODIFIED PROJECT LIMITS
- CULTURAL RESOURCE
- ## CULTURAL RESOURCE NUMBER RE: BYRON FARMSTEAD LIST OF CONTRIBUTING RESOURCES

EXHIBIT C

**EAST LOOP
MODIFIED ALTERNATIVE
PARKER COUNTY**



Parker County East Loop
SWF-2018-00193
Byron Farmstead Alternative Alignments Analysis

Table No. 1									
Environmental Summary									
Impacts*	Alternative Alignments								
	Preferred (green)	Modified Preferred	Alternative A (blue)	Alternative B (red)	Alternative C (purple)	Alternative D (white)	Alternative E (yellow)	Tunnel	Bridge
Waters of the U.S. Crossings linear feet (LF)	Underwood Branch ~ 250 LF	Underwood Branch ~ 250 LF	Underwood Branch ~ 580 LF	1 - Underwood Branch ~ 230 LF 2 - Underwood Branch tributary (south crossing) ~ 200 LF 3 - Underwood Branch tributary (north crossing) ~ 300 LF Total ~ 730 LF	1 - Underwood Branch ~ 210 LF 2 - Underwood Branch tributary (south crossing) ~ 480 LF 3 - Underwood Branch tributary (north crossing) ~ 420 LF Total ~ 1,110 LF	Underwood Branch ~ 270 LF	1 - Underwood Branch ~ 230 LF 2 - Underwood Branch tributary (south crossing) ~ 300 LF 3 - Underwood Branch tributary (north crossing) ~ 320 LF Total ~ 850 LF	Underwood Branch ~ 250 LF	Underwood Branch ~ 250 LF
Stream/Riparian Habitat Quality	Underwood Branch - High	Underwood Branch - High	Underwood Branch - Medium	1 - Underwood Branch - High (south crossing) - High 2 - Underwood Branch tributary (north crossing) - Low 3 - Underwood Branch tributary (south crossing) - High	1 - Underwood Branch - High (south crossing) - Medium 2 - Underwood Branch tributary (north crossing) - Medium 3 - Underwood Branch tributary (south crossing) - Medium	Underwood Branch - High	1 - Underwood Branch - High (south crossing) - Medium 2 - Underwood Branch tributary (north crossing) - Medium 3 - Underwood Branch tributary (south crossing) - Medium	Underwood Branch - High	Underwood Branch - High
Riparian Forest Impacts (acres)	Underwood Branch ~ 1.2 acres	Underwood Branch ~ 1.2 acres	Underwood Branch ~ 1.7 acres	1 - Underwood Branch ~ 1.5 acres (south crossing) ~ 0.9 acre 2 - Underwood Branch tributary (north crossing) ~ 0.9 acre 3 - Underwood Branch tributary (south crossing) ~ 0.9 acre Total ~ 3.3 acres	1 - Underwood Branch ~ 1.3 acres (south crossing) ~ 1.9 acres 2 - Underwood Branch tributary (north crossing) ~ 2.0 acres 3 - Underwood Branch tributary (south crossing) ~ 1.9 acres Total ~ 5.2 acres	Underwood Branch ~ 0.8 acre	1 - Underwood Branch ~ 1.3 acres (south crossing) ~ 1.5 acres 2 - Underwood Branch tributary (north crossing) ~ 1.6 acres 3 - Underwood Branch tributary (south crossing) ~ 1.5 acres Total ~ 4.4 acres	Underwood Branch ~ 1.2 acres	Underwood Branch ~ 1.2 acres
Residences	None (0)	None (0)	Two (2)	Four (4)	None (0)	None (0)	None (0)	None (0)	None (0)
Byron Farmstead and Contributing Resources	Adverse Effect	Adverse Effect (minimized)	No Adverse Effect	No Adverse Effect	Adverse Effect (minimized)	Adverse Effect	Adverse Effect (minimized)	No Adverse Effect	Adverse Effect
Other NRHP eligible properties, including archeological sites	No Effect	No Effect	Unknown	Unknown	Unknown	Unknown	Unknown	No Effect	No Effect

*within and in the immediate vicinity of the Byron Farmstead District

TABLE 2

PROJECT COST SUMMARY

ITEM	DESCRIPTION	UNIT	Project Length		Preferred Alignment		Modified "Preferred"		Alignment "A"		Alignment "B"		Alignment "C"		Alignment "D"		Alignment "E"		Tunnel		Bridge				
			6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	
ROADWAY CONSTRUCTION																									
I-1	Mobilization (10% of Construction Cost)	LS	1	\$ 100,000.00		1	\$ 521,600		1	\$ 491,900		1	\$ 775,000		1	\$ 663,600		1	\$ 745,300		1	\$ 5,795,400		1	\$ 1,104,900
I-2	Preparing Right-of-Way	STA	65	\$ 325,000		65	\$ 315,000		63	\$ 315,000		90	\$ 450,000		72	\$ 360,000		67	\$ 310,000		84	\$ 420,000		65	\$ 325,000
I-3	Unclassified Excavation	CY	91,000	\$ 546,000		81,900	\$ 491,400		88,200	\$ 529,200		126,000	\$ 756,000		100,800	\$ 604,800		86,800	\$ 520,800		117,600	\$ 705,600		64,000	\$ 384,000
I-4	Embankment	CY	78,000	\$ 546,000		70,200	\$ 491,400		75,600	\$ 529,200		108,000	\$ 756,000		86,400	\$ 604,800		74,400	\$ 520,800		100,800	\$ 705,600		48,000	\$ 288,000
I-5	10" Concrete Pavement	SY	20,300	\$ 1,522,500		20,300	\$ 1,522,500		19,600	\$ 1,470,000		28,000	\$ 2,100,000		22,400	\$ 1,680,000		19,300	\$ 1,447,500		26,200	\$ 1,965,000		20,300	\$ 1,522,500
I-6	8" Stabilized Subgrade	SY	34,700	\$ 832,800		34,700	\$ 832,800		33,600	\$ 806,400		48,000	\$ 1,152,000		38,400	\$ 921,600		33,100	\$ 794,400		44,800	\$ 1,075,200		34,700	\$ 832,800
I-7	Line of Cement (32lbs/SY)	TON	180	\$ 540,000		180	\$ 540,000		177	\$ 531,000		240	\$ 720,000		216	\$ 648,000		180	\$ 540,000		216	\$ 648,000		180	\$ 540,000
I-8	HMAC Pavement (8" HMAC)	TON	6,000	\$ 540,000		6,000	\$ 540,000		5,800	\$ 522,000		8,300	\$ 747,000		6,700	\$ 603,000		5,800	\$ 522,000		7,800	\$ 702,000		6,000	\$ 540,000
I-9	Monolithic Curb	LF	0	\$ 0		13,000	\$ 52,000		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		13,000	\$ 52,000		0	\$ 0
I-10	Roadway Drainage Improvements (% of Paving Improvements)	%	0	\$ 0		1	\$ 160,000		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		1	\$ 160,000		0	\$ 0
I-11	Crossing Culvert/Channel Work	EA	1	\$ 150,000		1	\$ 150,000		1	\$ 150,000		1	\$ 150,000		1	\$ 150,000		1	\$ 150,000		1	\$ 150,000		1	\$ 150,000
I-12	Retaining Walls	SF	0	\$ 0		1,000	\$ 50,000		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		24,000	\$ 1,200,000		12,000	\$ 600,000
I-13	Bridge Structure (Single)	EA	1	\$ 500,000		1	\$ 500,000		3	\$ 1,500,000		3	\$ 1,500,000		1	\$ 500,000		1	\$ 500,000		3	\$ 1,500,000		1	\$ 500,000
I-14	Tunnel Structure	EA	0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		2,500	\$ 50,000,000		0	\$ 0
I-15	Stormwater Pump Station (Tunnel Option ONLY)	LS	0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		1	\$ 2,000,000		0	\$ 0
I-16	Bridge Structure (Continuous)	SF	0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		0	\$ 0		86,400	\$ 864,000
PROFESSIONAL SERVICES																									
Engineering																									
Construction Management & Inspection & Testing																									
Construction Management & Inspection & Testing																									
PROFESSIONAL SERVICES TOTAL																									
RIGHT-OF-WAY ACQUISITION																									
Right-of-Way to be Acquired (Land Cost)																									
Parcel Negotiation and Purchase																									
Condemnation																									
Residential Displacement Cost (Structure & Relocation)																									
ROW ACQUISITION TOTAL																									
ROW ACQUISITION TOTAL																									
SUBTOTAL PROJECT COST ESTIMATE																									
CONTINGENCY																									
PROJECT TOTAL																									

From: noreply@thc.state.tx.us
To: [Walker, Jennifer R CIV USARMY CESWF \(USA\); reviews@thc.state.tx.us; Barrera, James E CIV USARMY CESWF \(USA\); Barrera, James E CIV USARMY CESWF \(USA\)](mailto:Walker, Jennifer R CIV USARMY CESWF (USA); reviews@thc.state.tx.us; Barrera, James E CIV USARMY CESWF (USA); Barrera, James E CIV USARMY CESWF (USA))
Subject: [Non-DoD Source] Section 106 Submission
Date: Thursday, August 6, 2020 12:08:10 PM

<Blockedhttps://xapps.thc.state.tx.us/106Review/Images/THCtrans.png>

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202014659
Parker County East Loop, Byron Farmstead SWF-2018-00193

,TX

Dear Jennifer Walker:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff, led by Rebecca Shelton, Caitlin Brashear and Alex Toprac, has completed its review and has made the following determinations based on the information submitted for review:

Above-Ground Resources

- Adverse effects on historic properties.

We have the following comments: The Texas Historical Commission thanks the United States Army Corps of Engineers (USACE) for providing the requested additional documentation regarding the most recent public involvement effort and consideration of avoidance alternatives for the proposed Parker County East Loop Project. If Parker County, as the applicant, chooses to continue pursuing the proposed USACE permitted undertaking, please follow the procedures set forth under 36 CFR Part 800. As part of the Section 106 process, the regulations require further consultation with the Texas Historical Commission as the State Historic Preservation Office (SHPO) along with any identified stakeholders and consulting parties to resolve the adverse effect to the Byron Farmstead historic property through the development of a Memorandum of Agreement (MOA). The Texas Historical Commission recommends that the USACE invite the City of Weatherford Historic Preservation Commission and Parker County Historical Commission to be included as consulting parties for this undertaking, and supports continuing public involvement efforts moving forward. The aforementioned MOA will document the agreed upon mitigation for the adverse effect to the historic property, as developed in coordination with the consulting parties. Among the decided upon stipulations, this MOA document will also include the SHPO's right to review any new construction plans. No additional archeological investigations are required in the direct APE at this time, however the MOA should include an inadvertent discovery plan. The USACE must also notify the Advisory Council on Historic Preservation to determine if they will participate in consultation, as provided by the aforementioned statutory regulations.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: rebecca.shelton@thc.texas.gov, caitlin.brashear@thc.texas.gov, alex.toprac@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic

response, and generate reports on your submissions. For more information, visit [Blockedhttp://thc.texas.gov/etrac-system](http://thc.texas.gov/etrac-system).

Sincerely,

<Blocked<http://www.thc.texas.gov/public/upload/images/reviewerSignatures/5.png>>

for Mark Wolfe, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

cc: james.e.barrera@usace.army.mil, james.e.barrera@usace.army.mil

MEMORANDUM OF AGREEMENT
AMONG
THE UNITED STATES ARMY, CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
PARKER COUNTY,
REGARDING THE BYRON FARMSTEAD HISTORIC DISTRICT
LOCATED IN WEATHERFORD, PARKER COUNTY, TEXAS

Permit Number: SWF-2018-00193

WHEREAS, the United States Army Corps of Engineers, Fort Worth District (USACE), the lead Federal agency, is reviewing a permit application under Section 404 of the Clean Water Act to authorize dredge and fill activities for the construction of a new roadway (Project) by Parker County; and

WHEREAS, Parker County proposes to construct the Project in Weatherford, Parker County, Texas (see attached map); and

WHEREAS, the Project requires a USACE permit in compliance with Section 404 of the Clean Water Act; and

WHEREAS, the activity requiring a USACE permit pursuant to Section 404 of the Clean Water Act constitutes an undertaking (Undertaking) under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended); and

WHEREAS, the USACE, in consultation with the Texas State Historic Preservation Officer (SHPO), considered the potential effects of the Project as provided in 33 CFR 325, Appendix C and 36 CFR 800 and established an Area of Potential Effects (APE) for direct effects to the impacts to waters of the U.S. and associated uplands through the Byron Farmstead Historic District; and

WHEREAS, Parker County has completed an alternative analysis memo titled *East Loop Alignment Alternative Analysis*, dated July 17, 2020, which details the construction plan of the Project through the Byron Farmstead Historic District; and,

WHEREAS, the Byron Farmstead Historic District is a historic property listed on the National Register of Historic Places (NRHP); and,

WHEREAS, the USACE and the SHPO have concurred that the proposed Project effects to Byron Farmstead Historic District as a result of the Undertaking is an adverse effect, and the USACE consulted with the Advisory Council on Historic Preservation (ACHP) regarding this adverse effect; and,

WHEREAS, USACE and the SHPO invited Parker County to participate in the consultation and to join this Memorandum of Agreements (MOA) as an Invited Signatory; and

WHEREAS, the USACE has invited the public to participate through one public meeting, one public notice, website postings, and individual invitations to participate; and

WHEREAS, USACE, in accordance with 33 CFR 325, Appendix C(2) and 36 CFR 800.2(c), the USACE has identified consulting parties, sought their views on the proposed effects to the Byron Farmstead Historic District, and provided them with documentation of the adverse effects and the proposed mitigation measures (as well as the public outreach component), including review of this Memorandum of Agreement; and

WHEREAS, USACE, in accordance with 33 CFR 325, Appendix C(7)(d) and 36 CFR 800.6(a)(1), notified the ACHP of its adverse effect determination with specified documentation, and the ACHP chose not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii); and,

WHEREAS, the USACE, the SHPO, and Parker County agreed to accomplish compliance with Section 106 through the development and execution of this MOA, and to ensure that Parker County provides mitigation for the adverse effects to the Byron Farmstead Historic District as outlined in the stipulations of this MOA, and this MOA will be a permit condition for any USACE permit issued for the Project; and

NOW, THEREFORE; the USACE, the SHPO, and Parker County agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the adverse effect of the Project on the Byron Farmstead Historic District to satisfy the USACE's Section 106 responsibilities for this Project.

STIPULATIONS

The USACE will ensure that the following stipulations are carried out by Parker County to minimize and mitigate adverse effects to the Byron Farmstead Historic District resultant from the Undertaking.

I. RESOLUTION OF ADVERSE EFFECT

TO BE DETERMINED IN CONSULTATION

A. Minimization

- a. Discussion of redesign efforts**
- b. Discussion of efforts to minimize indirect effects**
- c. Other potential actions**

B. Mitigation

- a. Discussion of interpretive signage**
- b. Discussion of long-term website content**
- c. Discussion of content for local institutions**

II. CURATION AND DISPOSITION OF MATERIALS, RECORDS AND REPORTS

- A. *Curation.*** Parker County shall ensure that materials and associated records as required for mitigation in this MOA, are accessioned into a curatorial facility that has been certified, or granted provisional status, by the SHPO in accordance with Chapter 29.6 of the Texas Historical Commission rules (Rules of Management and Care of Artifacts and Collections).

- B. *Reports.* Parker County shall provide copies of final documentation as required for mitigation to the signatories and consulting parties. The signatories and consulting parties shall withhold from the public all site location information and other data that may be of a confidential or sensitive nature pursuant to 36 CFR 800.11(c).

III. PROFESSIONAL QUALIFICATIONS

All historic preservation-related investigations and mitigation requirements specified in this Agreement shall be carried out by personnel meeting the pertinent professional qualifications of the Secretary of the Interior's *Professional Qualification Standards* (36 CFR Part 61) in historic architecture.

IV. DISPUTE RESOLUTION

Should any Signatory to this MOA object within thirty (30) calendar days upon receipt of any plans or other documents, pursuant to this MOA, provided by USACE, the SHPO, Parker County, or others for review, or object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the objector is encouraged to consult the other signatories in resolving the objection. If the USACE determines that such objection cannot be resolved, USACE shall perform the following tasks.

- A. **CONSULT ACHP.** Forward all documentation relevant to the dispute, including the USACE's proposed resolution, to the ACHP. The ACHP shall provide the USACE with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the USACE shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and shall provide them with a copy of this written response. The USACE will then proceed according to its final decision.
- B. **FINAL DECISION.** If the ACHP does not provide its advice regarding the dispute within the 30-day time period, the USACE may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the USACE shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and shall provide the signatories, concurring parties, and the ACHP with a copy of such written response.
- C. The parties shall carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.
- D. At any time during the implementation of the measures stipulated in this MOA is raised by interested persons, then USACE shall consider the objection and consult, as appropriate, with the objecting party and the consulting parties to attempt to resolve the objection.

V. DURATION, AMENDMENT, AND TERMINATION:

- A. **DURATION.** Unless terminated or amended as outlined below, this Agreement shall remain in effect for a period of five (5) years from the date the MOA goes into effect and may be extended for a second 5-year term with the written consent of all the signatories.

- B. **AMENDMENT.** This Agreement may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.
- C. **TERMINATION.** Any Signatory to this agreement may terminate this MOA by providing thirty (30) calendar days written notice to the other Signatories, pursuant to 36 CFR 800.6(c)(8). During the period after notification and prior to termination, the Signatories shall consult to seek agreement on amendments or other actions that would avoid termination. Termination of this MOA will require compliance with 36 CFR 800. This MOA may be terminated by the execution of a subsequent MOA that explicitly terminates or supersedes its terms.

VI. REPORTING AND MONITORING:

Each year following the execution of the MOA until it expires or it is terminated, Parker County shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in Parker County's efforts to carry out the terms of the MOA.

VII. EXECUTION:

Signature of this Programmatic Agreement by the USACE, the SHPO, Parker County, and implementation of its terms evidence that the USACE has taken into account the effects of this Project on historic properties and afforded the ACHP an opportunity to comment. Pursuant to 36 CFR 800.6(b)(1)(iv) this Agreement will go into effect when a fully executed version is received by the ACHP.

MEMORANDUM OF AGREEMENT
AMONG
THE UNITED STATES ARMY, CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
PARKER COUNTY,
REGARDING THE BYRON FARMSTEAD HISTORIC DISTRICT
LOCATED IN WEATHERFORD, PARKER COUNTY, TEXAS

Permit Number: SWF-2018-00193

SIGNATORY:

United States Army, Corps of Engineers, Fort Worth District

Brandon W. Mobley, Chief, Regulatory Division

Date _____

DRAFT

MEMORANDUM OF AGREEMENT
AMONG
THE UNITED STATES ARMY, CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
PARKER COUNTY,
REGARDING THE BYRON FARMSTEAD HISTORIC DISTRICT
LOCATED IN WEATHERFORD, PARKER COUNTY, TEXAS

Permit Number: SWF-2018-00193

SIGNATORY:

Texas State Historic Preservation Office

Mark Wolfe, State Historic Preservation Officer

Date _____

DRAFT

MEMORANDUM OF AGREEMENT
AMONG
THE UNITED STATES ARMY, CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
PARKER COUNTY,
REGARDING THE BYRON FARMSTEAD HISTORIC DISTRICT
LOCATED IN WEATHERFORD, PARKER COUNTY, TEXAS

Permit Number: SWF-2018-00193

INVITED SIGNATORY:

Parker County

Pat Deen, County Judge

Date _____

DRAFT

MEMORANDUM OF AGREEMENT
AMONG
THE UNITED STATES ARMY, CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
PARKER COUNTY,
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LOCATED IN WEATHERFORD, PARKER COUNTY, TEXAS

Permit Number: SWF-2018-00193

CONCURRING PARTY:

Date _____

DRAFT

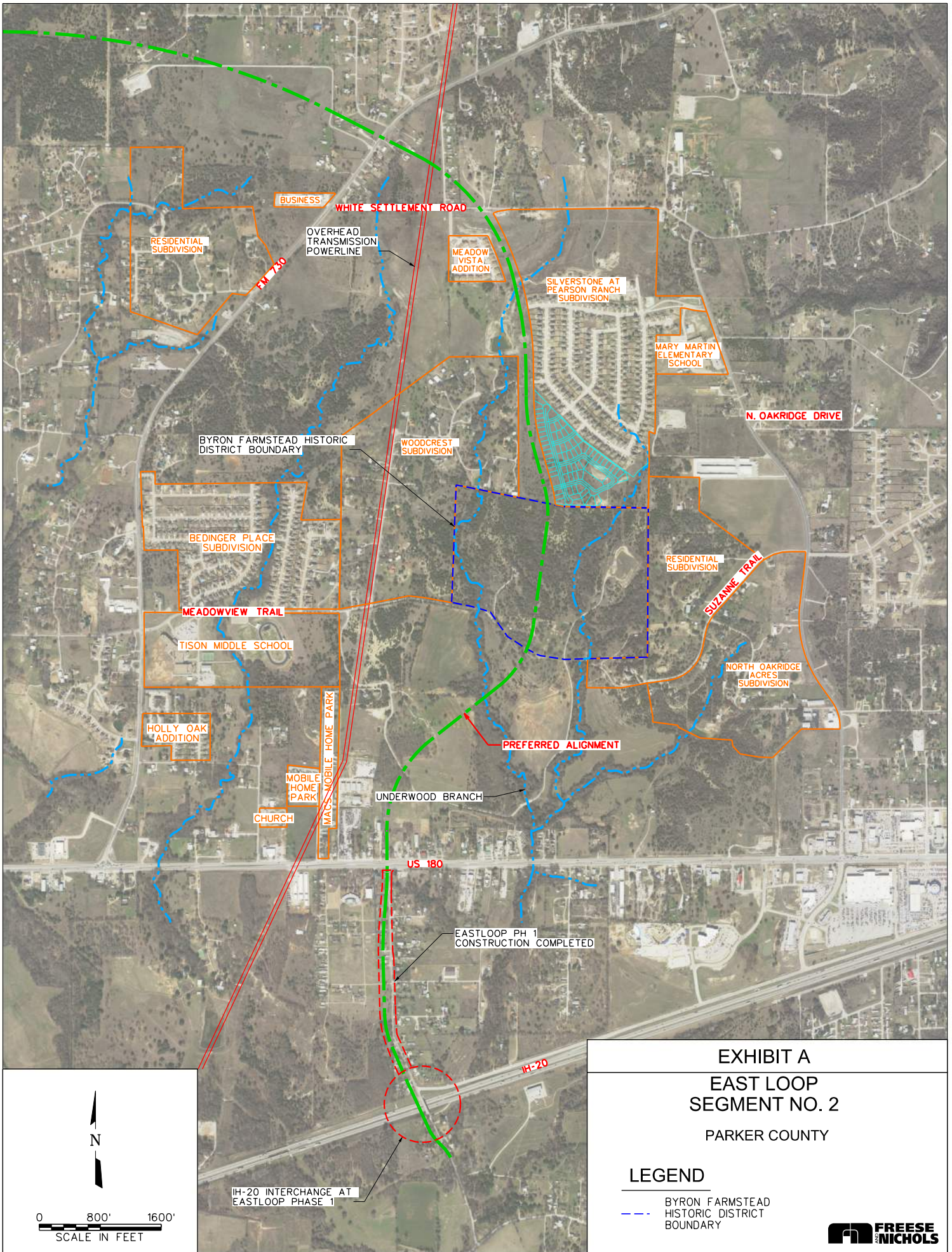
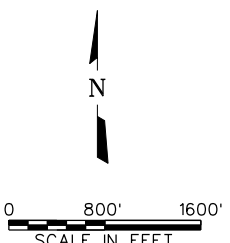


EXHIBIT A
EAST LOOP
SEGMENT NO. 2
 PARKER COUNTY

LEGEND

- BYRON FARMSTEAD HISTORIC DISTRICT BOUNDARY



IH-20 INTERCHANGE AT EASTLOOP PHASE 1

EASTLOOP PH 1 CONSTRUCTION COMPLETED

US 180

IH-20

WHITE SETTLEMENT ROAD

OVERHEAD TRANSMISSION POWERLINE

FM 130

RESIDENTIAL SUBDIVISION

MEADOW VISTA ADDITION

SILVERSTONE AT PEARSON RANCH SUBDIVISION

MARY MARTIN ELEMENTARY SCHOOL

N. OAKRIDGE DRIVE

BYRON FARMSTEAD HISTORIC DISTRICT BOUNDARY

WOODCREST SUBDIVISION

BEDINGER PLACE SUBDIVISION

RESIDENTIAL SUBDIVISION

MEADOWVIEW TRAIL

SUZANNE TRAIL

TISON MIDDLE SCHOOL

NORTH OAKRIDGE LACRES SUBDIVISION

HOLLY OAK ADDITION

PREFERRED ALIGNMENT

MOBILE HOME PARK

UNDERWOOD BRANCH

CHURCH

MAC MOBILE HOME PARK